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# Hongkong Daily Press.

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No. 14, 20 號拾月式年肆百九仔壹莫港香 HONGKONG, FRIDAY, FEBRUARY 19TH, 1904. 伍拜禮 號拾月式年肆百九仔壹莫港香 PRICE, 3 PER MONTH

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9.30 a.m. to 11.00 a.m. ...Every 15 minutes.  
11.00 a.m. to 12.45 p.m. ...Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.  
1.15 p.m. to 2.15 p.m. ...Every 15 minutes.  
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.  
3.00 p.m. to 5.30 p.m. ...Every 15 minutes.  
5.00 p.m. to 7.45 p.m. ...Every 10 minutes.  
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SPECIAL CARS by arrangement at the  
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JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 14th January, 1904. [a273]

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SHEWAN, TOMES & CO.,  
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Hongkong, 14th August, 1903.

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R. MATTHAY,  
Manager.

Hongkong, 6th May, 1903. [a218]

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SHAMEEN, CANTON.

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GOOD Accommodation.

Excellent Cuisine.

Every Convenience for Tourists.

WM. FARMER, Proprietor.

Canton, 6th February, 1904. [a177]

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### THE FOX TYPEWRITER.

[a338]

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Hongkong, 3rd February, 1904.

[a35]

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below the water-line to the *Pallada*, *Diana*, *Ashold*, and *Nocit*, with a loss of nine men killed. Below this telegram, again, is the following "official now" from S. Petersburg:

"The cowardly and treacherous attack of the Japanese before the declaration of war has not had the success announced by the Japanese. All the vessels indicated are afloat with their engines and armament intact, of which the Japanese might have persuaded themselves by the effect of the shells from these vessels." Further *L'Echo* learns that three Japanese warships were very seriously damaged during the second attack on Port Arthur, the *Yashima*, *Azuma*, and *Naniva*. The general trend of these contradictory reports is to make out that the Japanese, to use a popular expression, took little change out of Port Arthur. If this were really so, it would indeed be surprising that the Russian fleet seems to have been helplessly prisoner in Port Arthur harbour since the night of the 8th instant. We do not claim that all the news which we have received from the North is to be accepted as the plain statement of the facts of the war so far, though it agrees fairly with the general account of things in the Shanghai papers. We must admit that we have the Japanese and pro-Japanese version; while *L'Echo de Chine* has the pro-Russian account. And this bring us back to our original point, that telegrams tend to be curiously, though naturally, biased by the sympathies of the senders. No correspondent, or no reputable correspondent at least, sets out deliberately to misrepresent the facts; but he cannot help being influenced by his sympathies to such an extent as to make him not quite the equivalent of the truthful witness on oath. Further proof of this will no doubt be forthcoming when we get the written accounts of the actual spectators of the Port Arthur engagements. Those correspondents who were fortunate enough to have been in Port Arthur on the 8th instant and subsequent days will have a lot to say about the attacks on the Russian fleet, and most interesting reading-matter should be forthcoming. But we cannot expect that there will not be considerable divergences, as in the brief telegraphic accounts which we have already received. Such effects of sympathy with one or other of the combatants are impossible to avoid. In official despatches facts may be purposely suppressed or exaggerated. A veracious writer may produce the same result by mere human error. Impartiality is very difficult of attainment.

The A.D.C.'s second performance of *His Excellency* came off duly last night at the Theatre.

Mr. Jack London's adventure at Shimoneoki has ended happily. The war correspondent repurchased for 10 yen the camera which got him into trouble with the authorities, and sailed for Korea on Saturday.

The great majority of the German newspapers, according to Berlin telegram, are observing strict neutrality in regard to the Russo-Japanese war. The Radical Press is taking Japan's part. The leading Roman Catholic paper, the *Katholische Volkszeitung*, uses the strongest terms against Russia. Other papers express great admiration for the smartness with which Japan has made her first attack.

The writer of "Topics for the Times" in the *Mercury* expresses his gratitude to the *Echo de Chine* for its attempts to enliven the sombre surroundings by an effort at comedy. "It was a stroke of genius to get a telegram dated from Port Arthur at 9 p.m. on the night of the Japanese attack—which took place some two or three hours later. It was delightfully reassuring to all the well-wishers of Russia to be told that at that time all the Tsar's battleships were still afloat, and that even their pumping gear was in good working order. The comic side of the story would have been entirely lost had the telegram been sent off three hours later. It is much to be hoped that the *Echo* will continue its efforts to dispel the gloom that might gather around us should the Japanese have any further success." *L'Echo de Chine* also publishes the following instructive item:—"News from Tientsin is to the effect that the Japanese attempted to land on Tuesday, but failed. Two of their regiments which did land were annihilated"—by printer's ink, we suppose.

Everyone knows the story of how the life of the present Tsar, when as Tsarevitch he was in Japan in 1891, was attempted by a Japanese at Otsu, says the *Kobe Chronicle*. When the Tsarevitch was wounded, he was taken into a shop kept by a draper named Nagai, where the wound was temporarily dressed. Nagai carefully kept as a relic one of the handkerchiefs with which the blood was staunched, and since then almost every Russian passing through Kobe would visit Otsu, to see the blood-stained handkerchief. Naturally many of these visitors tried to buy the handkerchief as a souvenir and Nagai, not being loth to make an honest penny, showed himself willing to sell it at a price—and as it would now seem that if all the pieces of the true Cross in existence would, put together, build a large ship, as the handkerchiefs which staunched the flow of blood from the Tsarevitch's wound would, if collected, be sufficient to equip the ship with sails. According to the *Nippon*, the Government has come to the opinion that the sale of these relics does serious harm to the reputation of the country. Some months ago, therefore, the authorities purchased the shop of Nagai, together with the articles used in treating the wounded Prince, which were preserved by the family. The house was at once altered in appearance, and a Kencho official went to live there. On the 31st ult. this official was succeeded by a police inspector, who is now in charge. The sale of bloodstained handkerchiefs has ceased.

The *Directory* and *Chronicle* for 1904 has been issued, and the bulk of the present edition is no doubt a good excuse for its somewhat tardy appearance. The work not only covers the whole of the Far East, and is constantly including new ports and places, but swells yearly with the growth of the various foreign communities. The task of collecting information and the work of revising these ever-growing lists is one requiring the greatest care, and the attainment of accuracy must necessarily be difficult owing to the changes which take place even whilst the book is in process of publication. The present edition seems to have been compiled with great care, and fully sustains the high reputation achieved by this now veteran *code mecum*, now in its forty-second year of publication. As we have hinted, it has gained considerably in bulk, being some three hundred pages larger than last year's edition. The *Directory* alone, not counting the advertisements, fills upwards of 1,160 pages. Amongst the additions to the "Chronicle" may be mentioned the Commercial Treaties made by China with Japan and the United States. The revised Customs Tariff of Japan, which came into force last year, is given in a form which shows the changes made in the former tariff as well as the conventional or Treaty Tariff rates where these exist. In addition to the usual maps and plans, which have been corrected and brought up to date, a plan and description of the new Russian port of Dalny have been added, and these will prove of exceptional interest at the present moment, when this city and the neighbouring one of Port Arthur are likely to be the scenes of historic and epoch-making events. No effort has been spared to include changes in the *Directory* to the end of 1903, and so far as it is possible the lists are brought up to that date. It may be noted that in the lists of ships and officers of the Russian and Japanese squadrons the most recent additions to these fleets are included, a fact that will assist reference in connection with naval engagements now taking place or impending. Advertisers appear to be every year more largely recognizing its value as a medium, and the pictorial pages are growing numerous. From the readers' point of view one could wish that these thick pages could be relegated to the end of the book, but advertisers know their business, and, like the lovers of the play, are evidently alive to the desirability of securing good places.

This year (writes a Bombay paper) Dr. Eduljee has tried the experiment of using hydro-carbon as a disinfectant. This latter is a waste product of the gas factory, where the gas is manufactured for use on the line. He has now tried this heating process in this and several other places, and up to the present not a single case of plague has recurred in any of the places disinfected by the hydro-carbon. The Hongkong Gas Company might make a note of this.

In reference to certain rumours as to the action of Belgian shareholders in the Hankow-Canton Railway, writes the *Times* correspondent at Brussels, I am asked to forward the following official contradiction:—The Belgian shareholders in the American China Development Company, which is constructing the railway from Hankow to Canton, have protested against the slowness with which the work progresses, and have demanded that this state of things should be remedied by those responsible. But it is absolutely false, as alleged by certain correspondents at Shanghai, that Belgian shareholders have insisted upon a separation of their interests, with a view of obtaining exclusive control for Belgium of the northern section of the line. What is true is that the Belgian shareholders have strongly opposed, and will continue to oppose, any policy which tends to prejudice the unity of the American China Development Company, and that they will continue to use every effort in their power to bring about the prompt and complete success of the enterprise, and the due execution of the engagements which the company has undertaken.

**TELEGRAMS.**

**"DAILY PRESS" SERVICE.**

[FROM OUR OWN CORRESPONDENTS.]

**THE WAR.**

**ANOTHER JAPANESE TORPEDO ATTACK AT PORT ARTHUR.**

KOBE, 17th Feb., 4.30 p.m.

Admiral Toyo, commander-in-chief of the Japanese Fleet, has reported to headquarters that his torpedo fleet on Sunday night, the 14th inst., advanced to make another attack on the Russian ships at Port Arthur. They were fired upon from the forts.

The *Asagiri*, however, discharged a torpedo against a Russian ship, but owing to the darkness the effect was not ascertained.

**JAPANESE WARSHIP TO THE SOUTH.**

SINGAPORE, 18th Feb., 1.35 p.m.

The barque *Woosung*, just arrived from Shanghai, reports having seen a large Japanese warship four days' journey from here going in an eastward direction.

**VIOLENCE TO BRITISH AND GERMANS.**

SHANGHAI, 18th February, 10.28 p.m.

The Russians at Port Arthur have fired on the British steamer *Haiping* and *Ching-ping* and have seriously damaged the German *Pronto*. They afterwards detained the *Haiping* at Dalny for 4 days, not needing the captain's repeated protests.

**ILLEGAL RUSSIAN ACTION AT NEWCHWANG.**

LONDON, 18th February, 11.45 a.m.

The Russians are detaining British and American ships at Newchwang.

**CONVICTS TO FIGHT FOR RUSSIA.**

LONDON, 18th February, 11.45 a.m.

230 convicts have been enrolled by the Russians in Sakhalin.

**GENERAL NEWS.**

**CHINESE LABOUR QUESTION FOR SOUTH AFRICA.**

LONDON, 18th February, 11.45 a.m.

An amendment to the Transvaal Labour Bill has been defeated by 281 to 230.

**REUTER'S SERVICE.**

**THE WAR.—CHINA'S NEUTRALITY.**

LONDON, 15th February.

France has accepted Mr. Hay's Note regarding the neutrality of China, and Great Britain has agreed in principle. It is expected that Russia will also concur.

An official Japanese Note published in Paris says Japan has advised China to remain neutral with a view to reducing the evils of war to a minimum, although she was well aware of the advantages to be derived from an alliance with China. She now urges China to take effectual measures to protect strategic points and to prevent belligerents from violating Chinese neutrality, from making Chinese ports bases of operations, or from their being used as places of refuge.

**ATTEMPTS ON THE MANCHURIAN LINE.**

LONDON, 15th February.

Admiral Alexieff admits that attempts have been made to wreck the Manchurian railway and to blow up the bridge at Sungari. He says these attempts were noticed in time, and the line is now closely guarded.

**THE DALLAS COMPANY.**

The German mail steamer *Zoon* brought with her from Singapore yesterday the members of Mr. Henry Dallas's Musical Comedy Company, who are to open a two weeks' season at the Theatre Royal on Monday next. The first piece presented will be *A Chinese Honeymoon*, which is new to Hongkong. Mr. Dallas himself is not accompanying the tourists on the present occasion, the leading comedian's parts being played by Mr. Percival Knight, who made such a hit when the Company was here last. Mr. Knight is supported by Messrs. Munro and Bitter Riley, both favourably known in Hongkong, as well as by some strong new talent. The ladies are nearly all new to Hongkong.

**THE WAR.**

**LOCAL INFORMATION.—SENSATIONAL DETAILS.**

The Manager of the Hongkong branch of the Yokohama Specie Bank informed us yesterday morning that he had received a telegram from the Bank's head office at Yokohama, dated 17th February, 2 p.m., to the following effect:—

"On the 14th inst., at dawn, our torpedo flotilla badly damaged the Russian fleet in the outer roads of Port Arthur."

Later in the day we received from the Japanese Consul the two following telegrams:—

"Tokyo, 17th February, 4.50 p.m.—On the

13th inst., during a heavy gale and driving snow our destroyer flotilla was despatched against Port Arthur. On the 14th at 3 a.m. the destroyer *Asagiri*, notwithstanding violent fire from the Russian ships, succeeded in approaching one of their men-of-war and torpedoed her. With the aid of her own guns she drove back the Russian torpedo boats sent to attack her and got away in safety. At 5 a.m. on the same day, the destroyer *Hayatori* crept up to the entrance of the port, was met by a violent fire from two Russian vessels, one of which she torpedoed, and after seeing the explosion take place under that ship, she withdrew in safety."

[The *Asagiri* and *Hayatori* mentioned above

are both 31-knot boats only just turned out by the Japanese themselves at Yokosuka. They have two torpedo-tubes each and carry one 12-pr. and five 6-pr. guns. Their displacement is 320 tons and their i.h.p. 6,000.—ED. D.P.]

"Tokyo, 17th February, 9.25 p.m.—Japanese refugees coming to Chefoo from Port Arthur by the British steamer *Wenchow* give the following information:—On the night of the 17th inst. the Russian authorities in Port Arthur informed the Japanese residents that they were preparing to leave that they would not be allowed to embark on the British steamer *Rooster*, and at midnight they were served with notices forbidding them to leave the port, this by order of Admiral Alexieff. Numerous others who were already on board the a.s. *Wenchow*, ready to leave for Chefoo, were placed under the guard of 8 Russian soldiers. They were not allowed to land, and the steamer was forbidden to leave by the Russian authorities. More than two hundred Japanese had taken refuge on board this boat, and they were practically starving. Application was made, on several occasions, to Admiral Alexieff to allow these unfortunate to procure food. At last, on the night of the 10th inst., 10 bags of rice and half a dozen biscuits (2 each) were allowed to be taken on board. On the 11th, as there was no more drinking water on board, a signal was hoisted asking for some to be sent, but no answer was received to this request. On the 13th, the suffering passengers, having been nearly 48 hours without water, sent an appeal to the authorities, requesting that food and water should at least be sent out for the children and pregnant woman who were on board. On the same day 103 Japanese arrived from Harbin, having been robbed of all their money and baggage on their way down. More than 300 refugees were now on board the *Wenchow*, all in the most pitiable condition, starving and without water. On the 14th at 4 p.m. the ship was allowed to proceed, and she arrived in Chefoo on the morning of the 15th. The passengers state that a complete state of confusion and anarchy exists at Port Arthur. The city is overrun by thieves and the Russian soldiers are themselves plundering the houses and shops; their own countrymen being among the victims. The Russian civilians are arming themselves to protect their property against the soldiery."

The Russian cruiser *Mandjou* was still lying under steam at the Chinese Eastern Railway Co.'s Wharf, Shanghai, on the 13th inst. We learn from enquiry on board the *Empress of Japan* that her guns were being loaded when the C.P.E. boat left, and that she was rapidly being reduced to the guise of a merchant vessel. There was a Japanese cruiser on the lookout for her, however, not far from Shanghai. The following items are from the *Shanghai Mercury*:—

The British steamer *Foxton Hall* was abandoned at Port Arthur. The master and crew are at Chefoo. The fourth engineer was wounded during the bombardment, but is recovering.

The C. M. Co.'s str. *Poochi* reported having sighted two Japanese war-vessels about 1 a.m. on the 13th inst. in the vicinity of Kintooan Lightship, about 35 miles from Shanghai.

The Japanese Consul-General received the following official telegram:—Japanese Consul at Seoul reports that on the 12th Feb. Russian Minister and residents with legation ships left Seoul by special train for Chemulpo. The road to the station was guarded by Japanese police and gendarmes, while the railway station was guarded by our troops. The Minister was also protected by the Japanese gendarmes in the train, General Ijichi himself accompanying him.

**THE "MUDJEN" AND "NONNI."**

Particulars of the capture of the Chinese Eastern Railway Co.'s vessels *Mudjen* and *Nonni* are published in the *Kobe Chronicle*. According to a letter from the special correspondent at Sasebo of the *Asahi*, the two steamers were convoyed to Sasebo at 11 a.m. on Sunday by four torpedo-boats, and there detained.

The O.S.K. steamer *Shinano-gawa-maru*, which arrived at Kobe on Monday night, reports that she left Idzuhara, Tsurumi, at 4 a.m. on Saturday for Fusian. About 10.30 a.m. on the same day a large steamer was sighted proceeding at full speed from the direction of Gensan. She was flying a Japanese naval flag.

In about half-an-hour she was soon to be followed by a Japanese war-ship, and at the entrance to the port of Fusian two Japanese torpedo-boats came out and intercepted her. The cruiser *Saiyen* ordered the steamer to stop, which order was immediately obeyed. The vessel was soon boarded by the officers and men from the *Saiyen* and torpedo-boats, when it was found that she had on board a large quantity of arms and about 2,000 Russian officers and men. The vessel proved to be the Chinese Eastern Railway Co.'s steamer *Nonni*, which was en route from Vladivostok to Port Arthur.

The *Mudjen* arrived at Fusian on Friday from Vladivostok, and was to leave at 5 p.m. on Saturday for Port Arthur. She was provided from leaving by the cruiser *Fuso* and the gunboat *Chikushi* and other Japanese warships.

The Japanese officers immediately boarded the vessel, and upon a search being made it was found she was fully loaded with munitions of war. She was also captured, and the two steamers left for Sasebo at 7 p.m. under the escort of two Japanese warships and several torpedo-boats. The inhabitants of Fusian, who witnessed from the shore the capture of the Russian steamers, signified their approval by cheering vociferously.

**BARON KOMURA AND BARON ROSEN.**

When Baron Komura presented the Note to Baron Rosen at the brief meeting held on the 6th inst. in which the Russian Minister was informed of the decision to break off diplomatic relations with Russia, the Japanese Minister for Foreign Affairs expressed his deep regret that the Government found itself compelled to take this course, and went on to say:—"The proposals, which the Imperial Japanese Government deemed decidedly moderate and impartial, failed to obtain that reply from the Government of your country which the Imperial Japanese Government is properly entitled to receive; and the Japanese Government cannot but regret the double-dealing that has been shown by the Russian Government in this matter. I therefore hereby declare that relations between the two countries are now broken off, and I have issued instructions to Mr. Kurino, our Minister at S. Petersburg, to withdraw. I have the honour to make this statement to your Excellency in order to facilitate your future movements, and I do so with renewed assurances of respect and personal consideration for your Excellency."

## POLO.

## MEN OF THE HOUR.

## MARQUIS ITO.

The final tie for the Polo Cup presented by H.E. Mr. F. H. May was played off at the Polo ground, Causeway Bay, yesterday afternoon. The contest was between a Civilian team, the winners of the previous match, and the Polo Club. Two seven-minute halves, or a fourteen-minute game in all, were played. Included in the spectators were a number of ladies, H. E. General Villiers-Hatton, and a number of other well-known residents. The band of the 114th Mahratta was in attendance, rendering some excellent music under the direction of a native bandmaster. The ground, though watered previous to the game, was a bit too powdery, clouds of dust rising about the ponies' feet. H.E. Mr. May, Mr. J. Johnstone, Mr. Hastings, and Mr. C. H. Ross comprised the Civilian team, while the Club was represented by Mr. Knox, R.N., Capt. Nugent, Mr. Gedge, and Capt. Light. Capt. Simpson and Major Strickland, I.M.S., acted as umpires. From the throw in Capt. Nugent took the ball along, but, when well under way, the head of his mallet came off, necessitating his retirement for another weapon. Mr. Hastings lost no time in getting off with the ball, but Capt. Light prevented his scoring. Mr. Johnstone, however, quickly rode up and scored a goal. The Civilians again got away with the ball and H.E. Mr. May scored a goal. Mr. May, it might be remarked, played an excellent game, keeping the Club backs back, and as to the way he was supported is shown by the splendid victory ultimately scored by his side. From the throw in Mr. May drove the ball along some distance, but finally over-rode, and Capt. Nugent got away. Mr. May recovered the ball, and he and Mr. Ross had it between them for some time. Mr. Hastings had a good run, but over-rode, and, as no one had followed him up, an adversary sent it to touch. There was next a good race between Mr. May and Capt. Light, the latter finally securing possession. Mr. Hastings had a shot goal, hit a pony, followed up and scored a subsidiary. Mr. Ross made a bid for scoring, but Mr. Gedge gained possession and ground likewise. Mr. Hastings again took the ball, but Capt. Light managed to send it into touch. Mr. Ross followed on and, though at first prevented from scoring by Capt. Light, eventually added a goal. Just before half time Mr. Hastings scored another subsidiary, the total then being 3 goals and 2 subs. for the Civilians to nil. After the re-start, Mr. Johnstone missed and Capt. Nugent secured the ball. Mr. Hastings, however, sent it into touch. Capt. Light, Mr. Gedge and Capt. Nugent took the ball down the field, but Mr. Johnstone, riding close up, by a smart back-bander managed to secure a good lead in the opposite direction, and bring it back. Mr. Hastings scored a goal. Another goal for the Civilians was shortly afterwards scored by Mr. Johnstone. The same player next scored a good subsidiary, in spite of Mr. Nugent's and Capt. Light's efforts to save. Another goal was made by Mr. Ross. Mr. Knox drove the ball down the field, finally making a sub., the first scoring for the Club. Mr. Hastings put on another goal for the Civilians, easy winners of H.E. Mr. F. H. May's cup. It was 7 goals, 4 subs. (Civilian) to 1 sub. (Club).

**ADMIRABLE ACT OF HUMANITY.**

At about 7 p.m. on Monday, the 15th inst., Keong Leung returned on board his rowing boat, No. 3,735, from making some purchases in the market. As he stepped on board on one side he saw his grand-daughter, a little child of 4 years, lying on her back under the water, which was only a couple of feet deep. The man had left the child alone on the boat, and no doubt she had fallen over-board while playing. He took the child on board, and then his wife came, and as it appeared that the child was dead they prepared the funeral obsequies. Dressing the little body in best clothing they laid it on the deck of the boat and surrounded it with lighted candles and joss-sticks, and began to cry and wail for their lost little one. Their cries attracted the attention of Police-Sergeant Kerr, who went on board the boat to enquire into the cause of the trouble. On seeing the child Sergeant Kerr at once was seized with a doubt as to the child's being dead, notwithstanding that she was cold and apparently lifeless, and must have been in the water about 10 minutes. He therefore took the body up to his quarters, laid it before the fire and exercised the first aid principles in the resuscitation of drowned persons, and tried artificial respiration. The sergeant worked for one hour and a half, when at last his efforts were crowned with success, for he found life was returning, and the little body growing warmer. He then wrapped it in blankets, and put a few drops of brandy between its lips, and continued the resuscitation. After little while he gave it a little more brandy, when the child slowly raised an arm and pushed away the glass, and then said a few words in Chinese which the bystanders could not catch. By this time the body was quite recovered, and apparently none the worse for the dip in the muddy waters of the harbour. The sergeant wished them to send the revived child to the hospital in case of complications, but the grand-parents would not hear of parting from their recovered baby. Sergeant Kerr deserves the highest commendation for his patience and humanity in working so hard to restore life in an apparently dead child, who otherwise would undoubtedly have perished in the hands of her ignorant grand-parents.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 18th at 11.45a. The barometer has fallen upon the China Coast and risen slightly in the Philippines.

Gradients are rather steep on the China Coast and the anticyclone still exists in the Yangtze valley. Strong monsoon will prevail in the Formosa Channel and the north part of the China Sea.

Forecast.—Strong NE. winds; fine.

## THE WRECK OF THE "CLALLAM."

Pacific Coast papers bring full details of the disaster by which 55 lives were lost in the Strait of S. Juan de Fuca on the 9th January, as our special telegrams reported at the time. The *Clallam* left Port Townsend for Victoria on the afternoon of the 8th, facing a terrific south-west gale. Within sight of her destination a huge sea overwhelmed the little steamer, smashing in her deadlights, flooding her hold with water, extinguishing the fires beneath her boilers, and placing her at the mercy of a howling gale. The culmination of this tragedy was postponed for a number of agonising hours. Bravely officers and crew of the helpless bulk worked to save the boat and the eighty souls aboard her, but in vain. Staunch as she was, the *Clallam* could not stand the terrific onslaught of the sea that raced in mountain high from the ocean, and just before darkness began to fall it was resolved to make an attempt to save the passengers at least by the boats. Three boats were launched; the first contained only women and children, besides three deck hands and Captain Lawrence, and it was overwhelmed within 600 feet of the *Clallam*. The second boat rowed away into the darkness, losing passengers as the waves swept over her; the third was swamped in launching. The crew and a few passengers remained on board, bailing in gangs when the pumps failed. At length the tug *Richard Holycross*, one of six sent to the rescue from Port Townsend, hove in sight, a line was attached and some progress was made towards harbour. The hull of the *Clallam*, however, now began to give way, and at 12.30 o'clock she went on her beam ends and began sinking rapidly. At 1.07 o'clock she settled and the tow-lines were cut. A few minutes later she lurched and disappeared beneath the waves. Only her top works and floating wreckage remained to show that she had ever been. By heroic efforts the crew of the two tugs saved the lives of nearly all who had remained aboard the *Clallam*. A few were swept away and perished in the blackness of the storm, with no one to heed their shouts and cries. The closing scene in this, the most terrible marine tragedy ever known in these waters, was eight miles north of Protection Island, only a short distance north of Port Townsend and approximately thirty miles from Victoria. The *Holyoke* picked the *Clallam* up off Smith's Island. The survivors were brought to Seattle on the *Dirigo*. A sad story is told in connection with the launching of the third boat. Captain Roberts succeeded in filling her with the remaining women and children. It proved to be a fatal move. Just as the boat was leaving the water-logged steamer a man leaped to the rail of the vessel and with the remark, "By God, that boat don't leave without me," he leaped out through the air and fell downward toward the boat. Eye-witnesses stated that his foot struck a woman fall in the face. The force of the man's fall careened the boat far to leeward. A great wave, bearing death upon it, foamed crest, swept down upon it. The air was full of terrible cries of helpless women. Babes screamed in terror as they clung to their mother's breast. Strong men on board the *Clallam* turned their heads away. The boat sank before anyone had time to think of assistance, and the man who caused it all went down with her.

## SHIPPING NOTES.

LOSS OF THE STEAMER "DEUTEROS." The s.s. *Deuteros* has become a total loss on the Parcels while on a voyage from Saigon to Hongkong. The crew were saved by the s.s. *Laertes*, and landed at Saigon yesterday morning.

This telegraphic information is kindly furnished by Messrs. Siemssen & Co., who received it by wire from Saigon yesterday. The *Deuteros* had a cargo of rice on board consigned to Mr. Kung Yuen of Hongkong. The *Deuteros* is an iron screw steamer of 1,001 tons net, flying the German flag. She was built for her present owners, the Flensburger Dampfschiffahrs-Gesellschaft von 1889 at Flensburg in 1881.

A HEAVY CARGO.

The s.s. *Onaia* brought 3,000 tons of flour and 2,000 tons of lumber for Hongkong, and 2,000 tons of salmon transhipment from Tacoma.

JAVA SUGAR.

Over 3,000 tons of Java sugar for Hongkong arrived by the s.s. *Shantung*.

RICE.

About 2,000 tons of rice consigned to Messrs. Sander, Weiler & Co., arrived from Saigon by the s.s. *Petrarch*, and about 2,000 tons of rice, consigned to Messrs. Butterfield & Swire, arrived from Bangkok yesterday.

A B.L. STEAMER.

The British Indi. s.s. *Parma* arrived from Rangoon, via Singapore, yesterday, with 3,400 tons general cargo for Hongkong. Strong N.E. monsoon was experienced on her latter passage.

AND O. INTERMEDIATE STEAMER.

The P. & O. s.s. *Palermo* arrived from Japan yesterday, having left Yokohama on the 24th ult., Shanghai 14th inst. Strong N.E. monsoon was experienced.

THE GERMAN MAIL.

The N.D.L.s.s. *Reon*, Captain G. Meiners, arrived from Europe yesterday. She left Bremerhaven on the 7th ult.; Singapore 13th inst.

STEAMER MOVEMENTS.

The P.M. steamer *China*, with mails, &c., which left hence Jan. 20th for San Francisco via Shanghai, &c., arrived at her destination on the 14th inst.

The Indo-China steamer *Lai Chau* left Calcutta for this port via the Straits on the 13th inst., and may be expected here on the 1st prox.

The A.L. steamer *Gieda* left Shanghai for this port on the 16th inst.

The steamer *Gregory Apcar*, from Calcutta, left Singapore for this port yesterday morning.

## POLICE COURT.

Thursday, 18th February.

BEFORE MR. H. H. J. GOMPERTZ  
(ACTING POLICE MAGISTRATE).

## A TOWER OF BABEL.

The captain of the *Samoa* charged N. Garthick, engineer, and four others with refusal of duty on board the steamer, on various dates between leaving Port Said and arriving at Moji, Japan, on the 4th inst.

Mr. John Hayes, of Messrs. Johnson, Stoker and Master, solicitors, appeared on behalf of the prosecution, the defendants being unrepresented.

Mrs. Oliver, proprietress of the Travellers' Hotel in Queen Street, acted as interpreter for the defendants, among whom were one Greek, one Turk, one Arab, and two East Indian Mahomedans, the lady being equally at home in all their languages as well as in English.

The Captain testified that on the 4th inst., while lying in Moji harbour, the first defendant came to him and asked him for some tobacco. Witness told him he had no tobacco, when the first defendant used very abusive and insulting language and threatened to assault witness. He was ordered below to attend to his duty.

Noah Cole, sworn, said he was second engineer of the *Samoa*. On the 4th word was brought to him that the first defendant refused to "turn to." He went to the man, who was in the engine-room, and ordered him to get to work. The latter then came at him and dealt him three blows in the chest, exclaiming that he was a Greek and would not work for anybody. He then challenged witness to fight, and witness repented the matter to the captain. All five defendants had given a great deal of trouble during nearly the whole voyage from Port Said to Japan, and would not keep up proper steam, continuously refusing duty. In Moji they were all logged.

The defendants all denied the charges, the East Indians stating that they would go to jail or cut their throats rather than go back on board the steamer where they were ill-treated. The first, second and fourth defendants said they had witnesses to prove they were ill-treated, and the case was remanded for a few hours to secure the attendance of those witnesses. On resuming the case at 4 p.m., Philipps Director, a fireman on board the ship, sworn, said that the men were not insolent and did not refuse duty. He knew that the men wished to leave the ship as the captain refused to give them any money for clothes, tobacco, or any supplies, and when they asked for money the captain abused them, so they said they would not work, as they wanted to be paid off and look out for other work. The captain said he did not want the men on board again, as they were troublesome and useless, and the men said they did not wish to go back. Fined five days' pay and sent to 7 days' jail. The first defendant for the assault was sent to another 7 days' jail. His Worship remarked that these cases should not come up at these courts, but go to the Marine Court. Mr. Hayes pointed out that the summonses in this matter had been issued by Mr. T. Sercombe Smith.

## FRANCE AND SIAM.

The Standard's Paris correspondent wrote last night:

M. Delcassé, replying in the Chamber to the severe criticisms of M. Etienne and other members of the Colonial Party on the Treaty he signed with the Siamese Minister, admitted that, since the signature of that document, on October 7, 1902, the Bangkok Government had not acted in the spirit of conciliation and goodwill which had actuated himself during the negotiations. It is needless to recapitulate all the incidents which were then detailed by the French Minister, but it is necessary to recall the fact that he did not ask the Chamber to ratify the Treaty, but declared frankly that it was requisite to take measures. Under these conditions it can be easily understood that the subsequent negotiations with Phya Suria for the amendment of the Treaty were of a delicate nature, especially for the Siamese Minister. M. Delcassé made demands, but had nothing to offer as compensation. Up to the very last moment of the period of respite for the ratification of the Treaty of 1902, it was feared that it would be impossible to come to an arrangement, but Phya Suria was conscious of the disadvantages which a mere continuation of the relations established by the Treaty of Peace, in 1893, offered to his country. Having accepted the French proposals subject to the approval of his Government, he signed the arrangement for extending the term for the ratification of the Treaty of 1902 till February 15 next.

That Protocol, though simple, is eloquent. It is as follows:—"The Siamese Minister, having accepted the bases of a supplementary accord, as presented by the Government of the Republic, the Convention of the 7th October, 1902, is prorogued to the 15th February, 1904." For the sake of friendly relations between his country and France, Phya Suria made political, territorial, and trade concessions so numerous that it is doubtful whether it will be possible to embody them in Supplementary Clauses to the Treaty, to which they are, in certain cases, contradictory. It is, therefore, probable that in the event of the Bangkok Government sanctioning the concessions made by its Minister, a new Treaty will be substituted.

The trade concessions relate to the construction of railways in the Mekong Valley. In addition to the territorial advantages stipulated for France in the 1902 Convention, the new Treaty will, I am assured, satisfy the demands of the Republic with regard to Luang Prabang. The situation of that little kingdom, as established by the Treaty of Peace, was, it must be admitted, very anomalous. The capital and a portion of that State were on the left bank of the Mekong, and consequently under the protection of France, while the very considerable portion on the right bank of the river remained under the Siamese Government. The King was, at the same time, the vassal both of the French Republic and of Siam. The French contended, with much show of reason, that it was difficult, if not impossible, for that petty monarch to serve two masters. The Siamese yielded on this point without any serious opposition, but the question as to the persons in Siam over whom France has a right to extend her protection gave rise to prolonged negotiations. Phya Suria was able to give way because, after all, the Treaty which is destined to replace that of 1902 will embody the

newer and more advanced conditions of the times. These new moves of the French Banking Corporations are important enough to themselves to be chronicled; of still greater effect is, however, their psychological influence upon the German traders, who are thereby encouraged to share the hope that the improvement of the economic condition of the country, of which many symptoms have shown themselves in 1903, will be of a lasting character and soon prepare the soil for a new period of commercial prosperity.

## NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACHEE & CO., we are requested by them to resume Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

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Hongkong, 21st December, 1903.

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Apply to

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56

same policy of conciliation and goodwill as its predecessor. The difference between the two documents will lie in the greater extent of the concessions made by the Siamese Government. Immediately after the ratification of the Treaty the Siamese Government will hand over to France the Territory conceded to it, and will appoint its delegates to meet those of France for the delimitation of the frontier between Cambodia and Siam stipulated for in the Treaty signed in 1897. On their side, the French will evacuate Chantaboon.

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THE FAVOURITE BRANDY OF THE FRENCH IS.

## MARIELL'S

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No charge for examinations.

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## 31, QUEEN'S ROAD CENTRAL

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Hongkong, 18th February, 1904. [83]

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DORABEE & SON, Proprietors,

Contractors to H.M. Navy.

Hongkong, 22nd January

## NEW ADVERTISEMENTS



## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Stonecutters Island (East Battery) in a South-Western direction at ranges from 600 to 4,500 yards, on the 26th February, 1904, and from Lyman Sub-District (Redoubt and Pak-shan Batteries) in the direction of the entrance to Junk Bay at ranges from 600 to 4,500 yards on the 29th instant.

If the weather is unfavourable on either of the above dates, practice will take place on the 1st proximo.

Practice will commence at 9 A.M. on the 26th, and at 9.30 A.M. on the 29th instant, and end at 11 A.M. daily, if the range is clear.

By Command,

A. M. THOMSON,  
Acting Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 18th February, 1904.

## NEW ADVERTISEMENTS

## FOR SALE.

COTTAGE PIANO, by Collard & Collard, in good condition. Can be seen by appointment.

Apply by letter to— BRYAN,  
Sanitary Board Office,  
Hongkong, 19th February, 1904. [540]

## WANTED.

TWO German Gentlemen desire BOARD AND LODGING with an English family (not Boarding House) in Victoria.

Apply to— F. S. 150,  
Care of Daily Press Office,  
Hongkong, 19th February, 1904. [541]

NORDDEUTSCHE LLOYD, BREMEN-IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

## "ROON."

OF THE NORDDEUTSCHE LLOYD, Captain G. Meiners will leave for the above places TO-DAY, the 19th inst., at 11 A.M. NORDDEUTSCHE LLOYD.

For further Particulars, apply to— MELCHERS & CO., Agents.

Hongkong, 18th February, 1904. [5]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. FOR KOBE.

THE Steamship

## "EASTERN."

Captain W. Ellis, will be despatched as above on SUNDAY, the 21st inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which insures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to— GIBB, LIVINGSTON & CO., Agents.

Hongkong, 18th February, 1904. [539]

NORDDEUTSCHE LLOYD, BREMEN-IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

## "ROON."

OF THE NORDDEUTSCHE LLOYD, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

And by inserting after sub clause (f.) three new sub clauses to be lettered (g.), (h.) and (i.), as follows:

(g.) To carry on in all or any of the places aforesaid the business of an electric light Company in all its branches and in particular to construct lay down establish fix and carry out all necessary cables, wires, lines, transformers, accumulators, and any other electric gear lamps and works and to generate, accumulate, distribute and supply electricity and to light the towns, streets, docks, waterways, markets, theatres, buildings and places both public and private in the Foreign Concessions in Tientsin and in all or any of the places aforesaid or elsewhere in North China.

(h.) To carry on the business of electricians, mechanical engineers, suppliers of electricity for the purposes of light, heat, motive power, traction or otherwise and manufacturers of and dealers in all apparatus and things required for or capable of being used in connection with the generation, distribution, supply, accumulation and employment of electricity.

(i.) To carry on the business of lighting of every description by gas, electricity or other illuminant in all their respective branches and to manufacture, manipulate and use all chemicals capable of being used alone or in conjunction with other chemicals or elements for the purpose of producing any illuminating power or effect which the Company may consider convenient or necessary.

(2) That the remaining sub clauses with the exception of those now lettered (o.) and (p.) be deleted for reference accordingly.

(3) That sub clauses (o.) and (p.) be struck out, the same being unnecessary for the purposes of the Memorandum of Association.

(4) That the capital of the company be increased from Fifty Thousand Taels Tientsin Syce to Two Hundred and Fifty Thousand Taels Tientsin Syce by the issue of two thousand shares of one hundred taels each such new shares to be issued upon such terms and conditions and with such rights and privileges annexed thereto as the Board shall determine and that clause 5 of the Memorandum of Association be altered accordingly by striking out the words "fifty thousand taels Tientsin syce" appearing in the first line thereof and the words "five hundred" appearing in the second line thereof and substituting therefore respectively the words "Two hundred and fifty thousand taels Tientsin Syce" and "two thousand five hundred."

(5) That the name of the Company be altered to "The Tientsin Gas and Electric Light Company, Limited," and that such alteration be embodied where necessary in the memorandum and Articles of Association.

AND NOTICE is further given that the said Petition is directed to be heard before the Honourable Sir WILLIAM MEIGH GOODMAN, Chief Justice, on MONDAY, the 28th day of MARCH, 1904, at 10.30 A.M., and any person interested in the said Company whether as creditors or otherwise desirous to oppose the making of an order for the confirmation of the said resolution under the above Ordinance should appear at the time of hearing by himself or his Counsel for the purpose, and a copy of the said Petition will be furnished to any such person requiring the same by the undersigned, the Company's Solicitors on payment of the regulated charges for the same.

Dated the 13th day of February, 1904.

JOHNSON, STOKES & MASTER,  
Solicitors for the Company,  
8, Des Vaux Road, Central,  
Victoria, Hongkong.

543] DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND POOCHOW. THE Company's Steamship

"HAICHING,"

Captain Hodgins, will be despatched for the above ports TO-DAY, the 19th inst., at 11 A.M.

For Freight or Passage, apply to—

DOUGLAS LAPEAUX & CO.,

General Managers.

Hongkong, 14th February, 1904. [538]

THE NEW AMOY HOTEL.

For particulars, apply to—

F. H. LUCASSEN,  
Proprietor, Amoy.

Amoy, 20th January, 1904. [321]

FOR SALE.

THE BUSINESS of an Old-Established Mercantile Firm in Hongkong, including Name, Goodwill, and Office Furniture.

Apply, by letter, to—

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Care of Daily Press Office.

Hongkong, 12th January, 1904. [295]

UNION BREWERY CO. LIMITED, OF SHANGHAI.

SHARES to be had at No. 3, QUEEN'S BLDG. OR OCCIDENTAL HOTEL, Kowloon.

By Order of Directors.

Hongkong, 18th February, 1904. [536]

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Wholesale and Retail. Prices very moderate.

No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUFF & CO.).

Hongkong, 16th May, 1903. [3170]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on

sale daily at Mr. H. RUTTENJEE'S KOWLOON STORE, No. 36, Elgin Road.

Price 15 cents per copy cash.

Hongkong, 22nd December, 1903. [3318]

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Hongkong, 18th May, 1903. [150]

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship

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For Freight or Passage, apply to—

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Hongkong, 14th February, 1904. [538]

## NEW ADVERTISEMENTS

## ENTERTAINMENTS

## THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB will give Two Performances of THE COMIC OPERA,

"HIS EXCELLENCE,"

Written by W. S. GILBERT.

Music composed by Dr. OSWALD CABE,

TO-NIGHT, 19th FEBRUARY.

(FRIDAY)

(SATURDAY), 20th

Commencing each Evening at 9 P.M., precisely.

Dress Circle ... \$3

Stalls ... 3

Pit Stalls ... 2

Pit ... 1

NO HALF PRICE.

Tickets can be obtained at the Booking Office of the Theatre, City Hall.

Booking Office will be opened daily from 10 A.M. to 4 P.M.

Late Trams will run a quarter of an hour after the fall of the curtain.

Hongkong, 6th February, 1904. [349]

## THEATRE ROYAL, ROYAL.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, TO-MORROW (SATURDAY), the 20th day of FEBRUARY, 1904, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 31st December, 1903.

By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, 29th January, 1904. [386]

## THEATRE ROYAL, ROYAL.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the

REGISTER OF SHARES of the

Corporation will be CLOSED from SATURDAY, the 6th to the 20th day of FEBRUARY, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors.

J. R. M. SMITH,

Chief Manager.

Hongkong, 22nd January, 1904. [385]

## THEATRE ROYAL, ROYAL.

HONGKONG AND SHAMPOO DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Praya, on MONDAY, the 22nd FEBRUARY, 1904, at 12 o'clock (Noon), to receive a Statement of Accounts to 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd FEBRUARY, both days inclusive.

By Order of the Board of Directors.

THOS. I. ROSE,

Secretary.

Hongkong, 1st February, 1904. [389]

## HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held in the OFFICES of the Company, Fodder's Street, on SATURDAY, the 5th day of MARCH, 1904, at 12 o'clock (Noon), to receive a Statement of Accounts to 31st December, 1903, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th instant, to the 10th proximate, both days inclusive.

By Order,

THE  
ROBINSON  
PIANO Co.  
(LIMITED.)

JUST RECEIVED.

## MAGNIFICENT PIANOS

BY

RACHALS  
KRAUSS  
STUART  
BECHSTEIN  
HOPKINSON  
HAAKE

EACH THE  
BEST IN  
ITS CLASS.

VERY MODERATE PRICES  
FOR CASH OR ON  
CREDIT TERMS

ALSO

## KIMBALL ORGANS.

Hongkong, 29th January, 1904. 1335

S I E N T I N G.  
S U R G E O N D E N T S T,  
N O. 10, D'AGUILAR STREET.

— R M S V E R Y M O D E R A T E.  
Constitution Free.  
Hongkong, 21st March, 1903. 261

A U G U S T E D E L A P R E S S E.  
FONDÉ EN 1897.  
POUR être sûr de ne pas laisser échapper  
un journal qui l'aurait nommé, il était  
abonné à *l'Argus de la Presse*, "qui lit, décrypt,  
et traduit tous les journaux du monde, et en  
fournit les extraits sur un imposant sujet."

HECTOR MALOT (*Zyde*, p. 70 et 323)

*L'Argus de la Presse* fournit aux artistes,  
écrivains, savants, hommes politiques, tout  
ce qui paraît sur leur compte dans les journaux  
et revues du monde entier.

*L'Argus de la Presse* est le collaborateur in-  
diqué de tous ceux qui préparent un ouvrage  
évidemment une question, s'occupent de statistiques  
etc., etc.

— S'adresser aux bureaux de *l'Argus*, 14, rue  
Bronot, Paris.—Téléphone.

*L'Argus* 15,000 JOURNAUX PAR JOUR. 195

HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work

## FURNITURE WAREHOUSEMEN

ACHEE & CO., Established 1859.  
Furniture Dealers, Silver-plated, China  
Glass and Iron Ware.  
17A, Queen's Road Central.

## JEWELERS

MAISON LEVY HERMANS  
Diamond Merchants and Watchmakers, 19  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Iloilo.

## PHOTOGRAPHY

M. MUMEYEA, JAPANESE ARTIST.  
Broadsides and Crayon Engravings and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 84, Queen's  
Road Central.

## PRINTING

DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

## STOREKEEPERS

F. BLACKHEAD & CO.  
Navy Contractors, Sailmakers, Provision  
and Coal Merchants, Sole Agents for  
Hartmann Rafters' Genuine Com-  
position Red Hand Brand.

BISMARCK & CO.,  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineers  
Tools, Brass and Iron Merchants,  
144, Des Voeux Road.

## INSURANCES

P H E N I X F I R E O F F I C E.  
The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.

D O U G L A S L A P R A I K & C O.  
Agents for the Phoenix Fire Office,  
Hongkong, 17th August, 1887. 19

T H E W E S T E R N A S S U R A N C E C O.  
P A N Y O F T O R O N T O, C A N A D A.  
I N C O R P O R A T E D 1851.  
Cash Security ..... 2,325,719  
Total Losses Paid ..... 2,26,769,240

T H E Undersigned having been appointed  
A G E N T S for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

W M. M E Y E R I N K & C O.  
Hongkong, 19th May, 1903. 194

N O R T H E R N A S S U R A N C E C O.

## F I R E and L I F E.

E S T A B L I S H E D 1833.

T H E Undersigned are prepared to accept  
First Class Foreign and Chinese RISKS  
against FIRE at Current Rates.  
Also to accept proposals for LIFE ASSUR-  
ANCE. Prospects on application.

T U N E R & C O.,  
Agents.

Hongkong, 23rd September, 1903. 197

N O R T H B R I T I S H A N D M E R C A N-  
T I L E I N S U R A N C E C O M P A N Y.

T O T A L F U N D S at 31st D E C E M B E R, 1902,  
216,378,771.

I. A U T H O R I Z E D C A P I T A L ... £3,000,000  
S U B S C R I B E D C A P I T A L ... 2,750,000  
P A I D - U P C A P I T A L ..... 687,500  
II. F I R E F U N D S ..... 2,867,315 14 10

T H E Undersigned are prepared to accept  
A G E N T S for the above Company, are  
prepared to accept RISKS at Current Rates.

S H E W A N, T O M E S & C O.,  
Agents.

Hongkong, 19th June, 1903. 1888

T H E B O M B A Y F I R E A N D M A R I N E  
I N S U R A N C E C O M P A N Y, L I M I T E D.

T H E Undersigned, having been appointed  
A G E N T S for the above Company, are  
prepared to accept RISKS at Current Rates.

S I E M S S E N & C O.,  
Agents.

Hongkong, 1st January, 1904. 1

A A C H E N A N D M U N I C H F I R E I N-  
S U R A N C E C O. O F A I X - L A - C H A P E L L.

T H E Undersigned, having been appointed  
A G E N T S for the above Company, are  
prepared to accept RISKS against FIRE at Current Rates.

R E U T E R, B R Ü C K E L M A N N & C O.,  
Agents.

Hongkong, 21st April, 1897. 99

L'U N I O N O F P A R I S F I R E I N S U R A N C E  
C O M P A N Y, L I M I T E D.

T H E Undersigned, having been appointed  
A G E N T S for the above Company, are  
prepared to accept RISKS against FIRE at current  
rates.

S I E M S S E N & C O.,  
Agents.

Hongkong, 1st January, 1904. 1

A A C H E N A N D M U N I C H F I R E I N-  
S U R A N C E C O. O F A I X - L A - C H A P E L L.

T H E Undersigned, having been appointed  
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R E U T E R, B R Ü C K E L M A N N & C O.,  
Agents.

Hongkong, 21st April, 1897. 99

S I E M S S E N & C O.,  
Agents.

Hongkong, 1st January, 1904. 1

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Hongkong, 21st April, 1897. 99

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Agents.

Hongkong, 1st January, 1904. 1

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Hongkong, 21st April, 1897. 99

S I E M S S E N & C O.,  
Agents.

Hongkong, 1st January, 1904. 1

A A C H E N A N D M U N I C H F I R E I

## SHIPPING

## ARRIVALS

Feb. 17, IDOMENIUS, British str., 4,298, H. Nish, Shanghai 11th Feb., General.—  
BUTTERFIELD & SWIRE.  
Feb. 18, C. FERD. LAEISZ, German str., 3,739, F. Sachs, Moji 13th February, General.—  
HAMBURG-AMERIKA LINIE.  
Feb. 18, ELISABETH RICKMERS, German str., 997, Th. Nohing, Bangkok 9th Feb., Rice and Teakwood, ARNOLD, KARDBECK & Co. & Co., 18th Feb., General.—  
Feb. 18, HONG MOH, British str., 2,545, W. Dawson, Singapore 11th Feb., General.—  
CHINESE.  
Feb. 18, KREUZEN, British str., 4,862, Davies, Shanghai 15th Feb., General.—  
BUTTERFIELD & SWIRE.  
Feb. 18, PALERMO, British str., 4,908, E. G. Andrew, Shanghai 14th Feb., General.—  
P. & O. S. N. Co.  
Feb. 19, PETRAUCH, German str., 1,232, C. Abrams, Saigon 13th Feb., RICE—SANDEL, WIELER & CO.  
Feb. 18, PUERNA, British str., 2,004, Packman, Rangoon 6th Feb., and Singapore 10th, General.—JARDINE, MATHERSON & CO.  
Feb. 18, ROON, German str., 4,960, G. Meiners, Bremen 7th Jan., and Singapore 13th Feb., Mails and General, MELCHERS & CO.  
Feb. 18, TAIWAN, British str., 1,109, Harder, CHIANGKANG 14th Feb., General.—  
BUTTERFIELD & SWIRE.

CLEARANCES  
AT THE HARBOUR MASTER'S OFFICE.

18th February.

Hongkong, French str., for Kwangchauwan.

## DEPARTURES

18th February.

FOYLE, British str., for Majei.  
KWANGTZE, Chinese str., for Canton.  
MEFOO, Chinese str., for Canton.  
NANNIAN, British str., for Koo.  
PALERMO, British str., for London.  
TAIWAN, British str., for Canton.  
WOONUNG, British str., for Shanghai.

## VESSELS IN DOCK.

18th February.

ABERDEEN DOCKS.—Indonesia, Jolani.  
KOWLOON DOCKS.—H. I. G. M. S. Mervic, H.M.S. Glory, Ellen Rickmers, Saigon, Lin Tan, Huc, Kufong, Yucheng, Tsin.  
COSMOPOLITAN DOCK.—Borneo.

## VESSELS PASSED ANJER.

Jan. 30, British str., Wyvern, Cowley, from Hongkong for Bury.

JAN. 30, NOR. Bdg., Olivia, Christiansen, from Amsterdam for Azores.

Jan. 31, Dutch str., Ambon, Zeilings, Dec. 24, from Amsterdam for Batavia.

FEB. 2, British str., Islander, Wright, from Singapore for Christmas Island.

Feb. 3, Dutch str., Deygaran, de Boer, Dec. 27, from Rotterdam for Batavia.

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TIMOR, PORT DAWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

## "EMPIRE."

Captain Helme, will be despatched for the above ports TO-DAY, the 19th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers, the Stewards of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 2nd February, 1904.

1205

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLE, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX;

ALSO

## PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd February, 1904,  
AT 1 P.M., the Company's Steamship  
"YARNA," Captain Selleur, with Mails, Passengers, Specie and Cargo, will leave this Port for MARESILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on Monday, the 22nd February. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

6. DE CHAMPEAUX,

Agent.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON,  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

## "CUBAN."

Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 27th FEBRUARY, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 16th February, 1904.

1

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	KINTUCK	Brit. str.	BUTTERFIELD & SWIRE	To-day.	
LONDON, &c., VIA PORTS OF CALL	CHURCH	Brit. str.	P. & O. S. N. CO.	27th inst., at Noon.	
LONDON & ANTWERP	MOUNE	Brit. str.	BUTTERFIELD & SWIRE	1st March.	
LONDON & ANTWERP	GLENGYLE	Brit. str.	McGREGOR BROS. & GOW	3rd March.	
LONDON & ANTWERP	GLAUCOUS	Brit. str.	BUTTERFIELD & SWIRE	15th March.	
LONDON & ANTWERP	PAK LING	Brit. str.	BUTTERFIELD & SWIRE	18th March.	
YARE	SOLIER	Brit. str.	MESSAGERIES MARITIMES	23rd inst., at 1 P.M.	
SEYDLITZ	Dewers	Brit. str.	MELCHERS & CO.	2nd Mar.	
C. FRED. LAEISZ	Sachs	Brit. str.	HAMBURG-AMERIKA LINIE	To-morrow.	
SITHONIA	Hildebrandt	Brit. str.	HAMBURG-AMERIKA LINIE	2nd March.	
BAMBERG	Miltzaff	Brit. str.	HAMBURG-AMERIKA LINIE	17th March.	
ABESSINIA	Luning	Brit. str.	HAMBURG-AMERIKA LINIE	22nd March.	
SUEVIA	Foller	Brit. str.	HAMBURG-AMERIKA LINIE	5th April.	
KEEMUN	Bork	Brit. str.	BUTTERFIELD & SWIRE	19th April.	
AJAY		Brit. str.	BUTTERFIELD & SWIRE	To-morrow.	
GISELA	Damianovich	Aus. str.	SANDER, WIELER & CO.	23rd inst., at Noon.	
MACDUFF		Brit. str.	DODWELL & CO. LTD.	24th inst.	
TARTAR		Brit. str.	CANADIAN PACIFIC R. CO.	1st March.	
E. OF JAPAN		Brit. str.	CANADIAN PACIFIC R. CO.	24th inst.	
SHAWMUT		Brit. str.	DODWELL & CO., LTD.	To-day.	
AGAMEMNON		Brit. str.	PORLAND & ASIATIC CO.	24th inst.	
INDRAFWRA		Brit. str.	GIBB, LIVINGSTON & CO.	25th inst.	
EMPIRE		Brit. str.	BUTTERFIELD & SWIRE	26th inst.	
CHANGSHA		Brit. str.	SANDER, WIELER & CO.	27th inst.	
SAMBIA		Brit. str.	HAMBURG-AMERIKA LINIE	2nd March.	
JAVA		Brit. str.	P. & O. S. N. CO.	23rd inst.	
EASTERN		Brit. str.	GIBB, LIVINGSTON & CO.	21st inst., D'light.	
ROON		Brit. str.	MELCHERS & CO.	To-day, at 11 A.M.	
SELESIA		Aus. str.	SANDER, WIELER & CO.	21st inst., A.M.	
SYDNEY		Franstr.	MESSAGERIES MARITIMES	About 24th inst.	
CORONADEL		Brit. str.	P. & O. S. N. CO.	About 23rd inst.	
TRIUMPH		Brit. str.	OSAKA SHOSEN KAISHA	27th inst., 10 A.M.	
M. STRUVE		Brit. str.	OSAKA SHOSEN KAISHA	1st inst., 10 A.M.	
PROMETHEUS		Brit. str.	DODWELL & CO. LTD.	22nd inst., 10 A.M.	
HAICHENG		Brit. str.	DODWELL & CO. LTD.	To-day, at 11 A.M.	
CHIHLI		Brit. str.	BUTTERFIELD & SWIRE	To-morrow.	
ZAFIRO		Brit. str.	SHEWAN, TOME & CO.	To-morrow, 10 A.M.	
TREMONT		Brit. str.	DODWELL & CO., LTD.	About 1st March.	

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila direct.	Sat., 20th Feb., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 27th Feb., 10 A.M.
FERLA	1930	A. H. Nottley		

For Freight or Passage apply to

SHEWAN, TOME &amp; CO., GENERAL MANAGERS.

Hongkong, 15th February, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO THE INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

## PORTLAND, OREGON

OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL ON

INDRAFWRA 4,899 J. T. Horne Feb. 24, 1904

INDRASAMHA 5,197 W. E. Craven March 24, 1904

INDRAVELLI 4,899 R. P. Craven April 24, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

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## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamship—3,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "TARTAR" 4,423 Tons WEDNESDAY, 24th Feb.

R.M.S. "EMPEROR OF JAPAN" 6,000 Tons WEDNESDAY, 9th Mar.

R.M.S. "EMPEROR OF CHINA" 6,000 Tons

OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd February.
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th February.
GLASGOW and LIVERPOOL	"RHIMEUS"	On 4th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 5th March.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 12th March.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
London and ANTWERP	"KINTUCK"	On 19th February.
GENOA, MARSEILLES and LIVERPOOL	"KEEUMUN"	On 20th February.
London and ANTWERP	"MOYUNE"	On 1st March.
London and ANTWERP	"GLAUCUS"	On 15th March.
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 20th March.
London and ANTWERP	"PAK LING"	On 29th March.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via	"AGAMEMNON"...	On 24th February.
NAGASAKI, KOBE and YOKOHAMA		

The ss. "TYDEUS" should leave Pacific Coast for this port via Japan on the 18th inst.  
The ss. "PELEUS" left Victoria B.C. on the 30th ult. for this port via Japan.

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

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Hongkong, 18th February, 1904.

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"CHIHLI"	On 20th February.
FORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, CAIRNS, &c. "CHANGSHA"	....	On 3rd March.
TOWNSVILLE, BRISBANE, &c.		
SYDNEY and MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

[12]

Hongkong, 13th February, 1904.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS—POSTE FRANCAISE.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"SYDNEY"

Captain Blanc, will be despatched for the above ports on or about the 24th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 18th February, 1904.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BALLARAT"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., ex.s.s. Australia.

From Calcutta, ex.s.s. Pera.

From Persian Gulf, ex.s.s. B. I. S. N.

and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before 2 P.M., TO-DAY, the 13th inst.

Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 13th February, 1904.

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE AND MOJI.

The above Steamer having arrived, Con-

sигнées of Cargo are hereby requested to

send in their Bills of Lading for counter-

signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.,

Agents.

Hongkong, 15th February, 1904.

NOTICE OF REMOVAL.

THE Business of AH MEN and HING

CHEONG & CO., Tailors, will be

CARRIED ON from the 17th inst. at No. 8

QUEEN'S ROAD CENTRAL, opposite to

the Connaught House Hotel.

Hongkong, 5th January, 1904.

PRINTING.

THE PRINTING DEPARTMENT of

the "HONGKONG DAILY PRESS"

possesses every facility for the prompt and

satisfactory execution of all descriptions of

COMMERCIAL AND  
GENERAL PRINTING.

ALL WORK EXPEDITIOUSLY EXECUTED.

ESTIMATES FURNISHED.

Hongkong, 17th February, 1904.

## NOW READY.

THE DIRECTORY AND CHRONICLE  
FOR CHINA, JAPAN, COREA, INDO-CHINA,  
SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NETHERLANDS INDIA, PHILIP-  
PINES, BORNEO, &c.  
WITH WHICH ARE INCORPORATED  
THE CHINA DIRECTORY  
AND  
THE HONGKONG DIRECTORY  
AND HONG LUST FOR THE FAR EAST  
FOR

1904.

THE FORTY-SECOND ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c.

The information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

The Directories and Descriptions are of

CHINA

Peking Nanking Swatow Canton

Tientsin Wuhan Whampoa Kowloon

Taku Yochow Lappa Samshui

Dalai Shansi Wuchowfu Kwangchauwan

Port Arthur Ichang Chankung Pahkoh

Choofoe Ningpo Hoilow Langchow

Wuchowfu Ningpo Langchow

Shanghai Santao Mongtze

Foochow Takuow Szemao

Chinkiang Tokyo Keelung

Yokohama Moji Tainanfu

Kobe Hakodate Anping

Shimonoseki Tamsui Nicolajewsk

Vladivostok COREA

Seoul Wonson Mokpoo

Chamulpo Fusun Chinampao

Kun San Pingyang Songchon

Masampo.

HONGKONG AND ITS DEPENDENCIES

MACAO

FRENCH INDO-CHINA

Hanoi Annam Tourane

Haiphong Hue Saigon

Tonkin Province Quinhon Cambodge

Manila Iloilo Cebu

Borneo Labuan British N. Borneo

SARAWAK

STRAITS SETTLEMENTS

Singapore, Penang, Malacca, Prov. Wellesley

Johore Sungai Ujong Selangor

Pahang Jelolo Perak

NEEDHAM'S INDIA

Balavia Samarang Padang Souratam Macassar

East Coast of Sumatra

NAVAL SQUADRONS

British German Russian

French Japanese United States

OFFICES OF COAST AND RIVER STEAMERS

THE CHRONICLE

MAP OF THE FAR EAST

PLAN OF YOKOHAMA

PLAN OF KOBE AND HYOGO

PLAN

## POST OFFICE NOTICES.

The Sydney, with the French mail of 23rd January, left Singapore on Wednesday, the 17th inst., at 2 p.m., and may be expected here on or about Wednesday, the 24th inst. This packet brings replies to letters despatched from Hongkong on 20th December.

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.

## MAILS WILL CLOSE

FOR

PER

DATE

Canton. Quang Chow Wan, Hoihow, Pakhoi & Haiphong  
BIENHOA, NAGASAKI, KORE & YOKOHAMA  
(Supplementary)

Swatow, Amoy and Foochow

Singapore

Mei, Kobe, Yokohama and Tacoma

Manila, Timor, Port Darwin, Thursday

Island, Cooktown, Cairns, Townsville, Bris-

bane, Sydney and Melbourne

Singapore and Penang

Hoihow and Pakhoi

Shanghai and Chuenlupu

Nantao

Sanwee

Macao

Touren and Quinhone

Canton

Manila

Wellswich

Hoihow and Pakhoi

Manila

Amoy, Swatow, Straits and Rangoon

Europe, &amp;c., India via Taticerin

(Late Letters 10.15 to 11.15 A.M. Extra Postage 10 cents)

(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this cut-off mail.)

Extra Postage 10 cents)

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO.

(Supplementary mail on board up to the time fixed for departure of the mail.)

Extra Postage 10 cents)

Moji, Kobe, Yokohama and Portland O.

Singapore, Penang, and Calcutta

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver

Manila

Europe, &amp;c., India via Taticerin

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)

## TO-DAY.

Sale, Furniture and Gear, No. 10, Ice House Street, Mr. Geo. P. Lamerton, 2.30 p.m.

Meeting of the Hongkong Bill Association, Hongkong Hotel, 5.30 p.m.

Performance, Theatre Royal, City Hall, 9 p.m.

TO-MORROW.

Ordinary half-yearly Meeting of Hongkong and Shanghai Banking Corporation, noon.

## COMMERCIAL.

## CLOSING QUOTATIONS.

18th February.

ON LONDON.— Telegraphic Transfer 1.11

Bank Bills, on demand 1.11

Bank Bills, at 30 days' sight 1.11

Bank Bills, at 4 months' sight 1.11

Documentary Bills, 4 months' sight 1.11

ON PARIS.— Bank Bills, on demand 242

Credits, at 4 months' sight 246

ON GREMAY.— On demand 197

ON NEW YORK.— Bank Bills, on demand 462

Credits, 60 days' sight 474

ON BOMBAY.— Telegraphic Transfer 142

Bank, on demand 142

ON CALCUTTA.— Telegraphic Transfer 142

Bank, on demand 142

ON SHANGHAI.— Bank, at sight 714

Private, 30 days' sight 724

ON YOKOHAMA.— On demand 95

ON MANILA.— Nominal

ON SINGAPORE.— Nominal

ON BATAVIA.— On demand 1153

ON HAIKONG.— On demand 14 p.m.

ON SAIGON.— On demand 63

ON BANGKOK.— On demand 10.30

SOVEREIGNS, Bank's Buying Rate 100

Gold Lira, 100 fine, per tael NH.

Bank Silver, per oz. 274

OPUM.

13th February.

Quotations are:— Allow 10% net to 1 catty.

Malwa New 1.125 to 1.945 per picul

Malwa Old 1.170 to 1.990 "

Malwa Older 1.130 to 1.105 "

Malwa V. Old 1.1680 to 1.100 "

Persian fine quality 900 to "

Persian extra fine 910 to "

Patau New 1.1270 to per catty

Patau Old 1.1263 to "

Banaras New 1.1260 to "

Banaras Old 1.1250 to "

VESSELS EXPECTED.

THE FRENCH MAIL.

The M.M. steamer Sydney left Singapore on the 17th inst., at 2 p.m., via Saigon.

THE INDIAN MAIL.

The steamer Gregory Apar, from Calcutta, left Singapore for this port on the 18th inst., a.m.

The Indo-Chin steamer Leisang left Calcutta for this port via the Straits on the 13th inst., and is due here on the 1st inst.

THE AMERICAN MAIL.

The P.M. steamer Korea left San Francisco for this port via Honolulu, &amp;c., on the 2nd inst.

The O.S. &amp; C.M. steamer Gadic left San Francisco for this port via Honolulu, &amp;c., on the 10th inst.

MERCHANT SHIPS.

The H.A.L. steamer Santo, from Hamburg, left Singapore for this port on the 12th inst., p.m., and may be expected here on the 19th inst.

The O.S.S. &amp; C.M. steamer Keenan left Shanghai on the 15th inst., at noon, and is due here on the 19th inst.

The A.L. steamer Giesla left Shanghai for this port on the 16th inst.

The A.L. steamer Silesia left Singapore for the 12th inst.

The A.A. steamer Braemar, from New York, left Singapore on the 9th inst., for Manila, and is due here on the 20th inst.

The O.S.S. &amp; C.M. steamer Agamemnon left Singapore on the 15th inst., and is due here on the 21st inst., at daylight.

1.1270

1.1263

1.1260

1.1250

1.1240

1.1230

1.1220

1.1210

1.1200

1.1190

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1.1110

1.1100

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